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SUPPLEMENT

TO THE

18th BIENNIAL REPORT

OF THE

NEVADA STATE HIGHWAY DEPARTMENT

OUTLINING

OPERATIONS AND NEEDS

REVENUES AND EXPENDITURES

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The following data should be of assistance to anyone considering the Department's operations, its revenue and needs.

Highway maintenance expense per mile is continuously rising due to increased costs of materials, supplies, equipment, wages, etc. Snow removal the last two winters has been excessively costly.

The total mileage maintained by the department is increasing annually. Furthermore, the mileage of secondary roads added each year generally consists of those county roads of most expensive maintenance.

Obsolete facilities, such as maintenance residences, garages, shops, storage sheds, are now being replaced while additional units are being constructed where needed. Radio for snow removal and other maintenance equipment has become a necessity, and is now under contract for installation.

Center striping of practically all paved highways, together with adequate signing has become accepted by the motorist, as an everyday roadway service. Traffic within urban areas has reached such a volume that numerous installations of traffic islands, lights, signs, and signals have become necessary. Maintenance of these facilities is now a major problem.

Construction costs have been rising considerably, consequently less construction and reconstruction mileage can be accomplished annually with a stated amount of funds, but this is being overcome to some extent by larger Federal appropriations. These appropriations for the fiscal years ending 1954 and 1955 are approximately 10 percent above the previous biennium, calling for a comparable increase in the amount of matching funds that will be required of the State.

As in other operating phases of highway construction, right-of-way cost has steadily increased since 1917.

This rise in cost has been due to (1) Development and expansion of the highway system; (2) General increase in land and real estate values in Nevada; and (3) Traffic congestion along main highways entering urban areas has, in many instances, reached the stage at which more travel lanes are needed. This requires a widening of the present street widths, resulting in the purchase and removal of abutting business establishments and residences.

In the early days of highway construction limited funds resulted in narrow gravel-surfaced roads, many curves, rolling grade lines and low construction costs. The required right-of-way was narrow, and many land owners donated the needed land.

Automobile traffic increased, and service stations, motels, cafes, and other similar facilities grew up almost overnight adjacent to the right-of-way lines.

During the 30s the earlier highways soon proved inadequate and maintenance costs rose sharply. Road-users demanded oil surfaced highways, and consequently, during that period most primary system construction included an oil surface, some increase in width, and better alignment and grade.

By 1940, with more hard surfaced roads and better driving conditions the number of vehicles on the roads and the speed at which they traveled increased.

It became evident that even more advancement was necessary in our future highway design. To meet these needs in construction, additional and new rights-of-way were necessary. Since in many cases the necessary right-of-way bordered or crossed lands that had become valuable because of highway frontage, the cost of right-of-way rose rapidly. This need for additional right-of-way has been continuous, as has the rise in land values. The use of highways during the past few years has brought new uses to the lands adjacent to the highways, thus placing a still higher value on the lands being sought as right-of-way. It is apparent that as the highway program progresses the costs of right-of-way

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It is apparent that as the highway program progresses the costs of right-of-way

will continue to rise.

Whereas in earlier days land was frequently donated in order to attract an improved highway, the land owner is now asking full and complete payment not only for the land but for a possible loss in future revenue because of reduced land ownership.

The subsequent tables, graphs, and charts have been prepared to show the Department's financial status, together with a breakdown of revenue and expenditures during its history.

REVENUES

The tables showing revenues of the Highway Department reflect the itemized growth from 1917 to 1952 by fiscal years. The breakdown into gross State highway revenues and Federal-aid was made so that the amounts of total revenues derived from the State and from the Federal government, which were available for highway use, would be readily discernable. Federal-aid must be matched by State funds, and thus its segregated importance is twofold: First, Federal funds determine to a great extent the amount of highway construction which can be undertaken; and second, they determine the amount of State money we must provide for matching. Gross State highway revenues include some funds which are expended by various State agencies in collecting the revenue. Such agency expenditures necessary for collecting revenue are not available for highway operations.

The relative importance of revenues is measured in the accompanying charts and graphs which show the significance of the separate income sources. Graph I shows the yearly income segregated into Federal-aid and gross State revenues. Due to additional Federal Postwar appropriations, Federal-aid loomed above State highway revenues for a few years, but generally State funds are slightly higher than Federal.

Graph II compares gross State highway revenues by source. The relative importance of gas and diesel fuel tax is shown. The other main sources of State highway revenues are fees from motor vehicle registration and motor carrier licenses.

Chart I presents total cumulative revenues, comparing State revenues and Federal-aid. Through the fiscal years from 1917 to 1952, approximately 52 percent of all highway revenue came from Federal-aid; 48 percent from State sources. In the fiscal year 1952, 36 percent of all highway revenue came from

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Federal-aid; 64 percent from State sources.

Chart III is a further breakdown of the 48 percent constituting the State revenues shown in Chart I. In Chart III, the importance of the gas and diesel tax is shown by the fact that it is 59 percent of all cumulative State revenues. Other taxes, fees and licenses amount to 28 percent of all cumulative State revenues. The remaining 13 percent consists of State Highway Bonds and various non-continuous fees, and refunds from other governmental agencies. (See Table I.)

EXPENDITURES

Tables showing expenditures reflect the itemized growth from 1917 to 1952 by fiscal years. The distribution of amounts (See Tables II and III) indicates the nature of total expenditures. Federal-aid is of the utmost importance to State highway expenditures and is segregated so that not only the aggregate amount of Federal moneys can be shown but the amount which the State most provide as matching funds as well.

Tax collection costs, refunds, transfers, etc., consist of items such as use-fuel and gas-tax administration, gas tax and common carrier refunds, and miscellaneous accounts. (See Table III).

Expenditures arranged according to importance can be seen in the various graphs and charts dealing with expenditures. For example, Graph III gives a yearly comparison of such expenditures and points out the significance of Federal-aid during the years 1931 to 1940; and State expenditures during the years 1945 to 1952.

Graph IV shows a comparison of the types of expenditures. Outstanding in persistence of growth are the maintenance expenditures which have continuously increased as our highway system has grown. This constantly increasing cost should receive the attention and consideration of all persons concerned with State highway finances, since Federal-aid cannot be used for highway maintenance.

An examination of State maintenance costs (see Table V) shows that in the fiscal year 1952 Nevada spent $2,334,251 (Including Traffic and Sign Division) for maintenance, and $1,452,550 of State matching funds for construction. If State matching funds for construction are $1,600,000 in the fiscal year 1953 and $1,900,000 in 1954 (see Table V) and maintenance rises to $2,600,000 in 1953 and to $2,650,000 in 1954, the significance of yearly maintenance costs which must be

met from State highway funds is apparent.

Cumulative relationships of expenditure by types are shown in the various expenditure charts. Chart II shows the percentage relationship of State expenditures, Federal-aid, and tax collection costs, refunds, transfers, etc. Through the fiscal years from 1917 to 1952, approximately 52 percent of these expenditures were Federal-aid; 43 percent were from State funds; and 5 percent were tax collection costs, refunds, transfers, etc. In the fiscal year 1952, 36 percent of all highway expenditures were Federal-aid; 56 percent were State; and 8 percent were tax collection costs, refunds, transfers, etc.

Chart IV is a further breakdown of the expenditures shown in Chart II, excluding the 5 percent collection costs, etc., which are not usable for highway purposes. The combined construction expenditures of Federal and State funds, including preliminary engineering, are 75 percent of this total; maintenance accounts for an additional 18 percent, and administration 3 percent; the remaining 4 percent consists of miscellaneous expenditures (see Table III).

Nevada's present maintenance and administration costs compare quite favorably to those in Utah and Arizona. The latest available comparison shows that Arizona's maintenance cost per mile in 1950 was $630; Utah's $668; and Nevada's $424. Viewed percentagewise, Arizona's maintenance cost was 14 percent of total highway cost, Utah's 26 percent, and Nevada's 17 percent.

A comparison of Nevada's general administration costs with the same two states shows Arizona's highway administrative cost in 1950 was 4 percent of total highway costs; Utah's 3 percent, while Nevada's was only 2.5 percent.

Graph V relates total yearly revenues and expenditures. The most revealing feature of this graph is that expenditures have been exceeding revenues in most years since 1946. The State had been using its backlog of unexpended

funds built up during World War II when construction activities were curtailed. (There were three years for which no Federal funds were appropriated for highway construction.)

Although Table VIII suggests a fairly healthy theoretical net worth of highway funds it should be kept in mind that regardless of the amount of theoretical net worth, the amount in the highway balance at any given time is all that is available to meet highway commitments. The vouchered amounts represent payments for construction that are reimbursable from Federal funds but not as yet received. There is usually a differential in excess of one million dollars. Consequently, any one interested in highway finances should view with concern the constant and continuous encroachments upon sources of income from which State highway funds must come.

The present and anticipated dependence of Nevada upon motor transportation for its mines and ranches, its resort and tourist income, its growing trucking industry, suggests that curtailment of the highway construction program would seriously disturb the State's economic system. The State's limitations are revealed by comparing Table IV (Estimates of Revenues) with Table V (Estimates of Expenditures). The comparison suggests a severe discrepancy between revenue and expenditures including those budgeted for the next biennium.

Chart V, Growth of State-interest Roads 1917 to 1952, indicates that the State-interest roads have increased from 1,450 miles in 1917 to 6,183 miles in 1952. As originally established, the State-interest roads consisted of 250 miles of Federal-aid routes and 1,200 miles of other State roads. During the years 1917 to 1941 the State-interest roads expanded from 250 miles to 2,064 miles of Federal-aid routes and from 1,200 miles to 3,138 miles of other State roads. In 1941 (the change appearing on the chart in 1942), the Federal-aid Secondary System was established. Since 1941 the State-interest roads have continued to

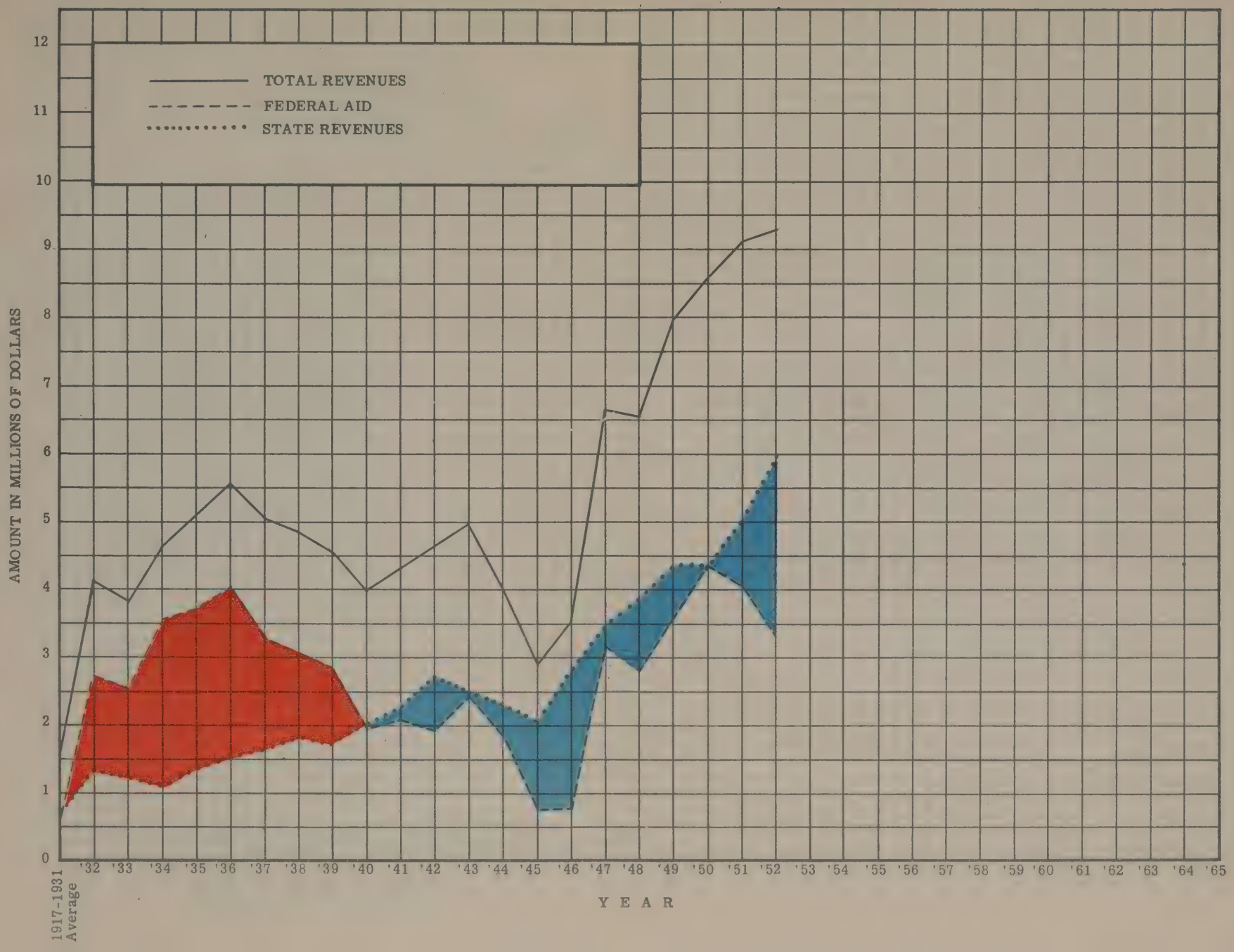
increase, and as of 1952 comprise 2,188 miles of Federal-aid primary routes; 2,112 miles of Federal-aid secondary routes; and 1,883 miles of other State roads.

The red curve line on Chart V shows the amount and growth of miles maintained by the State. This mileage increased from 167 in 1919-1920 to 2,978 in 1941-1942, and to 3,750 in 1952.

All mileage on the system improved by the State must be maintained by the State Highway Department. Thus, it is evident that total maintenance costs are definitely related to total miles of improved roads, and maintenance costs will continue to increase as the system of improved roads grows. This is true regardless of labor and material costs.

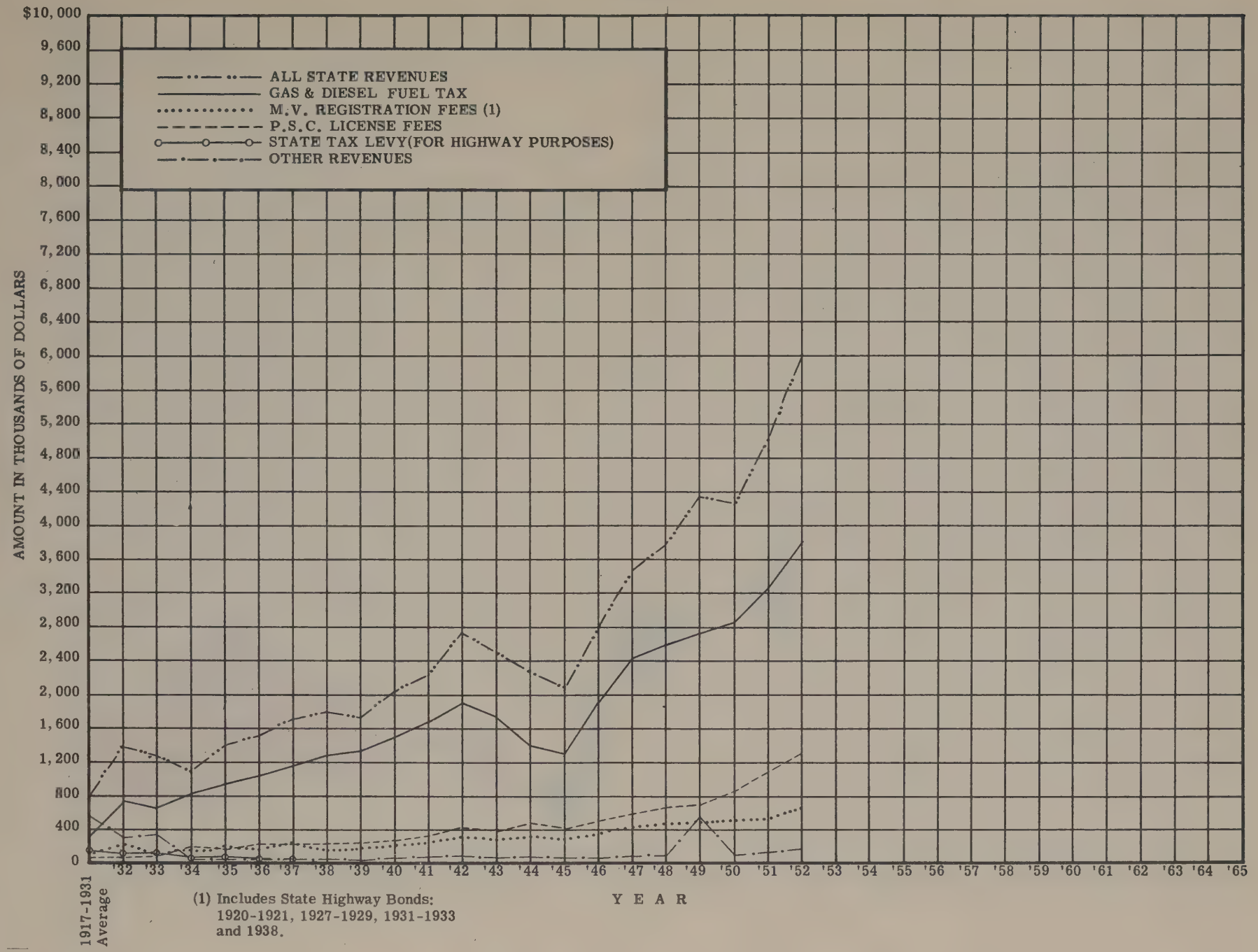
YEARLY COMPARISON OF FEDERAL-AID AND STATE REVENUES
OF NEVADA STATE DEPARTMENT OF HIGHWAYS
BY FISCAL YEARS 1917 - 1952

GRAPH I



COMPARISON OF YEARLY STATE REVENUES OF NEVADA STATE DEPARTMENT
OF HIGHWAYS BY FISCAL YEARS 1917 - 1952

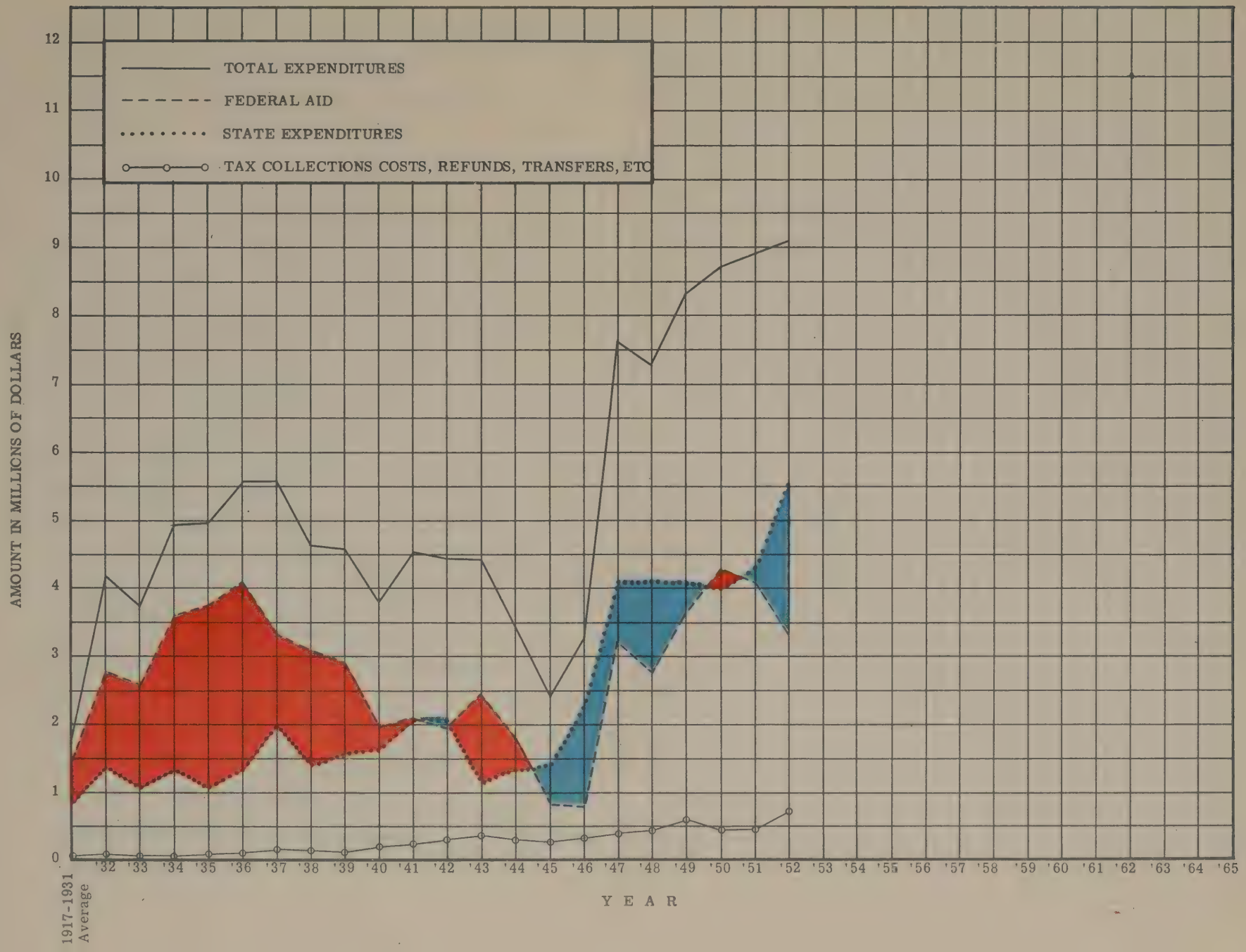
GRAPH II



(1) Includes State Highway Bonds:
1920-1921, 1927-1929, 1931-1933
and 1938.

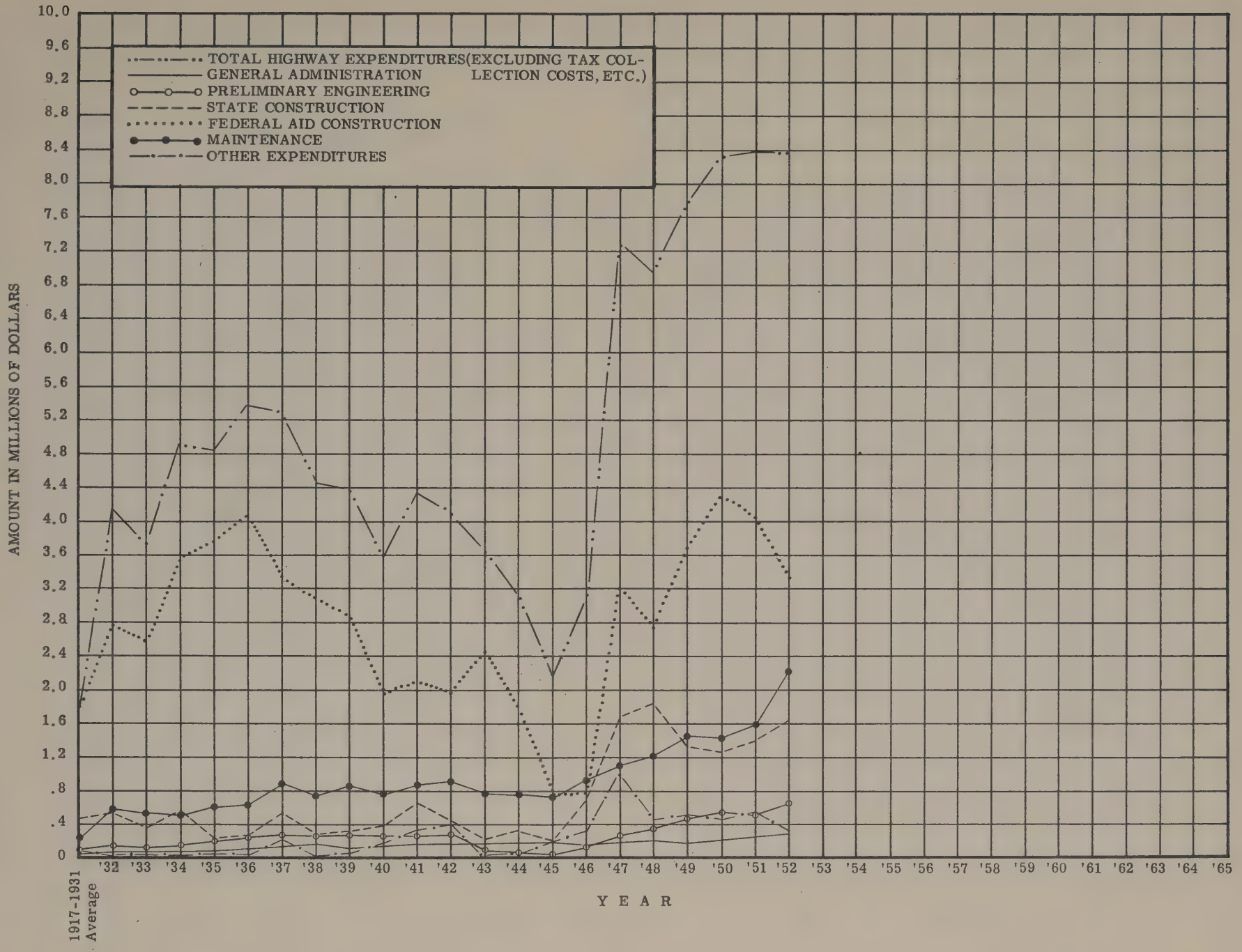
COMPARISON OF YEARLY EXPENDITURES OF NEVADA STATE DEPARTMENT
OF HIGHWAYS BY FISCAL YEARS 1917 - 1952

GRAPH III



COMPARISON OF YEARLY STATE EXPENDITURES OF NEVADA STATE DEPARTMENT OF HIGHWAYS BY FISCAL YEARS 1917 - 1952

GRAPH IV



COMPARISON OF YEARLY REVENUES AND EXPENDITURES OF NEVADA STATE DEPARTMENT OF HIGHWAYS BY FISCAL YEARS 1917 - 1952

GRAPH V

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Total Revenues of Nevada State Department of Highways by Fiscal Years 1917 - 1952

TABLE I

Year	Gas and Diesel Fuel Tax	Motor Vehicle Registration Fees	Public Service Commission License Fees	Drivers License	State Tax Levy	State Highway Bonds	Racing Commission Fees	Various Association Refunds	City Construction Refunds	County Construction Refunds	County Maintenance Refunds	Railway Construction Refunds	Accounts Receivable	Miscellaneous	Total State Revenue	Federal Aid	Total
1917	$ -	$ -	$ -	$ -	$ 120,570.54	$ -	$ -	$ -	-	$ -	$ -	$ -	$ -	$ 40,000.00	$ 160,570.54	$ -	$ 160,570.54
1918	-	63,851.10	-	-	60,479.79	-	17,024.99	-	-	-	-	-	-	195.16	141,551.04	-	141,551.04
1919	-	30,738.25	-	-	206,570.68	-	7,451.92	-	-	88,982.23	-	-	7,730.56	6,258.67	347,732.31	125,570.65	473,302.96
1920	-	329.75	-	-	113,000.86	475,000.00	20,055.18	16,380.00	-	225,211.32	-	-	45,496.18	-	895,473.29	385,906.73	1,281,380.02
1921	-	-	-	-	203,961.89	325,000.00	11,998.61	10,000.00	-	439,976.51	-	-	80,192.07	39.81	1,071,168.89	566,590.63	1,637,759.52
1922	-	-	-	-	121,980.72	-	20,866.97	12,152.99	25,205.79	354,533.08	-	-	37,019.61	2,609.19	574,368.35	754,815.47	1,329,183.82
1923	-	-	-	-	117,625.14	-	23,624.57	18,021.14	15,678.64	415,395.30	-	-	68,751.67	6,730.16	665,826.62	1,287,060.51	1,952,887.13
1924	60,000.00	96,877.15	-	-	119,466.65	-	-	14,872.47	42,335.31	548,504.67	-	41,505.52	78,092.07	1,156.07	1,002,809.91	2,146,590.15	3,149,400.06
1925	156,149.03	239,995.85	-	-	120,154.54	100,000.00	9,669.00	7,200.00	39,798.62	420,680.97	15,742.65	17,710.48	28,951.88	26.00	1,156,079.02	1,735,853.73	2,891,932.75
1926	230,389.73	71,357.72	-	-	40,541.67	-	-	16,631.47	13,472.71	390,591.84	23,644.27	38,982.55	28,299.26	90.97	854,002.19	930,747.40	1,784,749.59
1927	233,501.30	97,797.58	-	-	42,290.80	100,000.00	11,145.91	25,000.00	180.15	343,629.21	62,885.56	36,153.53	33,773.10	10,040.81	996,397.95	995,545.02	1,991,942.97
1928	259,731.32	109,749.02	-	-	1,131.85	100,000.00	7,515.03	-	8,822.50	243,287.44	30,172.26	18,874.57	33,991.50	4,988.24	818,263.73	1,040,934.23	1,859,197.96
1929	554,906.80	107,097.18	-	-	103,720.18	50,000.00	8,303.35	-	5,630.88	405,402.54	25,078.83	1,269.45	15,422.93	1,384.34	1,278,216.48	1,098,609.18	2,376,825.66
1930	674,711.02	147,493.81	48,292.25	-	106,201.86	-	-	-	5,000.00	121,872.91	5,806.40	-	27,268.16	916.60	1,137,563.01	1,120,686.76	2,258,249.77
1931	375,063.05	92,994.22	36,173.50	-	100,444.51	150,000.00	-	-	1,118.13	27,085.53	4,796.77	-	12,369.41	495.00	800,540.12	731,363.74	1,531,903.86
1932	764,349.77	217,239.86	65,450.00	-	95,963.81	200,000.00	9,773.33	-	2,000.00	3,000.00	3,250.00	10,975.85	22,094.40	-	1,394,097.02	2,763,866.69	4,157,963.71
1933	674,978.56	96,921.61	71,035.40	-	91,299.32	300,000.00	-	-	8,011.29	9,401.51	2,277.99	-	23,683.76	-	1,277,609.44	2,581,635.94	3,859,245.38
1934	804,597.15	110,668.49	148,101.72	-	46,347.96	-	-	-	2,657.41	-	-	-	17,097.69	-	1,129,470.42	3,592,012.04	4,721,482.46
1935	926,600.29	169,116.26	163,358.53	-	48,379.75	-	-	-	1,141.89	22,752.10	-	-	59,736.27	2,717.26	1,393,802.35	3,749,304.38	5,143,106.73
1936	1,085,290.55	165,888.94	221,223.92	-	8,836.69	-	-	-	3,000.00	12,000.00	-	-	18,144.68	5,202.43	1,519,587.21	4,090,024.26	5,609,611.47
1937	1,190,383.40	200,887.56	200,734.30	-	499.66	-	-	-	35,402.63	21,267.10	-	-	16,488.96	18,685.98	1,684,349.59	3,337,643.98	5,021,993.57
1938	1,282,599.60	158,500.25	201,699.83	-	-	100,000.00	-	-	3,097.46	2,366.09	-	1,187.08	38,245.50	14,680.77	1,802,376.58	3,080,768.08	4,883,144.66
1939	1,320,501.96	166,349.35	218,745.42	-	-	-	-	-	-	1,100.00	-	2,312.61	23,475.66	1,000.00	1,733,485.00	2,855,737.84	4,589,222.84
1940	1,509,892.75	189,169.18	258,811.45	-	-	-	-	-	-	10,082.95	-	116.66	33,913.41	14,781.41	2,016,767.81	1,961,063.94	3,977,831.75
1941	1,670,551.63	227,953.06	306,011.90	-	-	-	-	-	-	10,162.45	-	-	25,763.04	11,059.87	2,251,501.95	2,115,580.43	4,367,082.38
1942	1,904,568.78	339,542.73	404,449.16	67,614.00	-	-	-	-	-	-	-	-	24,217.03	1,030.96	2,741,422.66	1,951,591.21	4,693,013.87
1943	1,742,251.52	318,351.28	388,520.25	18,255.75	-	-	-	-	-	-	-	-	32,948.03	1,000.00	2,501,326.83	2,471,513.12	4,972,839.95
1944	1,402,385.58	337,817.90	451,407.43	61,393.51	-	-	-	-	-	800.00	-	-	43,583.66	650.00	2,298,038.08	1,793,789.88	4,091,827.96
1945	1,301,771.95	309,583.98	400,386.91	47,886.79	-	-	-	-	-	-	-	-	32,928.12	167.53	2,092,725.28	782,606.81	2,875,332.09
1946	1,910,308.27	342,270.76	471,957.73	32,871.43	-	-	-	-	-	-	-	-	39,139.50	27.86	2,796,575.55	767,110.32	3,563,685.87
1947	2,401,528.61	413,148.51	540,648.69	59,670.25	-	-	-	-	5,833.83	-	-	-	43,429.56	101.54	3,464,360.99	3,204,712.30	6,669,073.29
1948	2,609,593.15	422,736.42	635,471.44	44,154.35	-	-	-	-	-	-	-	-	67,672.48	142.66	3,779,770.50	2,761,376.93	6,541,147.43
1949	2,718,654.97	441,938.65	683,235.62	72,009.92	-	-	-	-	254,331.80	2,500.00	-	-	190,141.47	11.59	4,362,824.02	3,664,359.88	8,027,183.90
1950	2,852,791.21	480,103.37	823,595.40	42,602.08	-	-	-	-	5,300.72	362.12	-	-	74,072.37	1.20	4,278,828.47	4,366,214.87	8,645,043.34
1951	3,253,439.80	520,428.24	1,078,626.92	80,847.06	-	-	-	-	22,802.86	-	-	27,965.00	50,866.55	-	5,034,976.43	4,068,205.45	9,103,181.88
1952	3,796,529.25	674,531.25	1,299,397.49	51,376.07	-	-	-	-	-	2,000.00	-	-	164,897.83	-	5,988,731.89	3,322,297.52	9,311,029.41
Total	$39,668,021.00	$7,361,429.28	$9,117,335.26	$578,681.21	$1,869,468.87	$1,900,000.00	$147,428.86	$120,258.07	$500,822.62	$4,122,947.87	$173,654.73	$197,053.30	$1,539,898.37	$146,192.08	$67,443,191.52	$72,201,690.07	$139,644,881.59

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Total Expenditures of Nevada State Department of Highways by Fiscal Years 1917 to 1952

TABLE II

Year	EXPENDITURE STATE FUNDS															
	General Administration	Preliminary Engineering	Reno Plant Equipment Material	State Construction Costs	Maintenance	Maintenance Buildings	County Maintenance	Roadside Improvement and Landscaping	State Building	Publicity and Information	Safety Division	Traffic and Sign Division	Drivers License (Net)	Special Highway Traffic Count	Total	Federal-Aid	GRAND TOTAL
1917	$ - -	$ -	$ -	$ -	$ -	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ —	$ -	$ -	$ -
1918	34,979.41	36,074.62	24,662.09	-	16,596.54	-	-	-	-	-	-	-	-	-	112,312.66	-	112,312.66
1919	38,323.07	48,328.95	85,241.93	265,323.87	29,330.21	-	-	-	-	-	-	-	-	-	466,548.03	125,570.65	592,118.68
1920	60,153.72	60,000.76	171,122.35	774,477.34	44,121.16	-	-	-	-	-	-	-	-	-	1,109,875.33	385,906.73	1,495,782.06
1921	69,158.54	70,988.53	1,355.28	488,550.56	47,799.40	-	-	-	-	-	-	-	-	-	677,852.31	566,590.63	1,244,442.94
1922	69,158.55	70,988.53	1,355.29	488,550.56	47,799.41	-	-	-	-	-	-	-	-	-	677,852.34	754,815.47	1,432,667.81
1923	85,428.85	92,232.34	40,645.15	591.382.34	116,756.73	-	-	-	-	-	-	-	-	-	926,445.41	1,287,060.51	2,213,505.92
1924	85,428.85	92,232.35	40,645.15	591,382.35	116,756.74	-	-	-	-	-	-	-	-	-	926,445.44	2,146,590.15	3,073,035.59
1925	84,902.89	56,404.34	25,218.63	363,969.83	261,807.07	-	18,610.23	-	-	-	-	-	-	-	810,912.99	1,735,853.73	2,546,766.72
1926	84,902.90	56,404.34	25,218.63	363,969.84	261,807.07	-	18,610.23	-	-	-	-	-	-	-	810,913.01	930,747.40	1,741,660.41
1927	59,440.14	57,541.36	(10,065.98)	353,452.17	351,330.68	-	22,508.27	-	-	-	-	-	-	-	834,206.64	995,545.02	1,829,751.66
1928	59,440.14	57,541.37	(10,065.98)	353,452.17	351,330.68	-	22,508.27	-	-	-	-	-	-	-	834,206.65	1,040,934.23	1,875,140.88
1929	62,323.51	60,039.92	60,450.51	466,733.32	418,065.08	-	17,970.45	-	-	-	-	-	-	-	1,085,582.79	1,098,609.18	2,184,191.97
1930	58,465.49	87,490.48	86,548.23	615,032.39	500,031.86	-	3,867.29	-	-	-	-	-	-	-	1,351,435.74	1,120,686.76	2,472,122.50
1931	32,730.08	83,759.01	28,886.65	299,277.20	301,166.64	-	6,672.86	-	-	-	-	-	-	-	752,492.44	731,363.74	1,483,856.18
1932	50,543.00	166,332.59	16,904.58	510,614.02	614,278.72	-	4,098.69	-	-	-	-	-	-	-	1,362,771.60	2,763,866.69	4,126,638.29
1933	47,377.55	119,796.10	(36,133.88)	377,015.08	566,845.41	-	-	-	-	-	-	-	-	-	1,074,900.26	2,581,635.94	3,656,536.20
1934	48,997.36	140,176.38	35,244.51	574,906.16	502,715.66	-	-	-	-	-	-	-	-	-	1,302,040.07	3,592,012.04	4,894,052.11
1935	60,427.78	200,505.03	(12,537.37)	206,735.45	617,784.47	-	-	-	-	-	-	-	-	-	1,072,915.36	3,749,304.38	4,822,219.74
1936	90,393.28	220,140.19	36,241.67	282,927.72	675,726.06	-	-	-	-	-	-	-	-	-	1,305,428.92	4,090,024.26	5,395,453.18
1937	109,803.12	247,986.84	246,942.54	513,777.34	846,033.35	-	-	-	21,642.18	4,076.14	-	-	-	5,777.99	1,996,039.50	3,337,643.98	5,333,683.48
1938	142,502.47	207,372.40	30,193.15	215,118.91	756,305.26	-	-	-	-	6,570.28	-	-	-	422.31	1,358,484.78	3,080,768.08	4,439,252.86
1939	107,719.39	210,318.11	10,606.53	308,980.06	830,877.69	-	-	5,513.68	-	13,749.10	13,756.44	3,776.76	-	6,306.86	1,511,604.62	2,855,737.84	4,367,342.46
1940	124,711.30	230,311.01	85,618.64	373,526.48	763,075.33	-	-	5,746.95	-	15,909.31	12,745.94	11,398.25	-	7,226.54	1,630,269.75	1,961,063.94	3,591,333.69
1941	131,467.79	234,576.06	288,423.60	651,045.97	774,573.50	34,563.98	-	5,259.89	-	11,659.30	8,600.84	23,881.16	8,507.89	7,444.55	2,180,004.53	2,115,580.43	4,295,584.96
1942	139,814.75	284,696.12	294,341.32	420,374.35	848,789.57	45,839.64	-	2,817.80	-	8,144.50	-	101,511.29	-	8,024.24	2,154,353.58	1,951,591.21	4,105,944.79
1943	132,417.94	99,602.88	(117,209.93)	198,911.55	745,480.25	23,717.87	-	2.75	-	3,872.94	-	60,572.95	14,767.67	10,028.96	1,172,165.83	2,471,513.12	3,643,678.95
1944	137,213.81	86,396.91	(1,104.79)	312,817.94	703,340.85	13,853.57	-	284.42	-	2,948.71	-	49,796.82	-	9,736.48	1,315,284.72	1,793,789.88	3,109,074.60
1945	135,853.31	77,989.62	130,384.29	169,221.14	773,778.26	7,098.83	-	49.54	-	2,645.75	-	52,388.71	-	10,154.42	1,359,563.87	782,606.81	2,142,170.68
1946	161,136.12	155,458.84	256,993.77	684,509.81	855,194.89	66,859.67	-	171.89	-	6,986.62	-	55,969.67	6,507.25	10,671.52	2,260,460.05	767,110.32	3,027,570.37
1947	206,594.12	273,327.10	750,334.07	1,679,781.89	1,051,422.22	29,106.56	-	4.13	-	14,163.23	3,404.75	72,422.82	781.29	12,584.63	4,093,926.81	3,204,712.30	7,298,639.11
1948	218,012.29	351,039.58	302,514.20	1,837,296.09	1,395,746.18	43,344.30	-	-	-	28,399.09	13,797.05	65,055.77	22,618.66	15,255.98	4,093,079.19	2,761,376.93	6,854,456.12
1949	198,545.20	480,644.26	361,827.12	1,393,520.06	1,405,657.62	50,940.58	-	-	50,000.00	36,089.26	16,802.26	47,623.38	-	16,087.04	4,055,736.78	3,664,359.88	7,720,096.66
1950	212,980.28	515,800.03	246,466.25	1,281,327.44	1,372,479.06	83,572.45	-	-	75,000.00	48,810.50	10,763.25	97,000.00	1,263.95	10,257.63	3,955,720.84	4,366,214.87	8,321,935.71
1951	244,139.63	470,008.53	279,713.04	1,396,214.56	1,518,897.11	151,657.23	-	-	100,000.00	49,518.82	-	101,400.00	-	10,346.83	4,321,895.75	4,068,205.45	8,390,101.20
1952	298,127.16	625,212.56	65,788.37	1,605,641.02	2,129,174.39	78,076.93	-	-	60,000.00	53,439.31	(1)	127,000.00	-	10,172.60	5,052,632.34	3,322,297.52	8,374,929.86
Totals	$3,883,613.79	$6,327,718.04	$3,842,769.61	$21,009,816.98	$22,412,875.12	$628,631.61	$114,748.29	$19,851.05	$306,642.18	$304,982.86	$79,870.53	$869,797.58	$54,446.71	$150,498.58	$80,006,360.93	$72,201,690.07	$132,208,951.00

(1) After 1950, amounts for Safety Division included in Table III, column headed Public Service Commission Deputies.

STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Expenditures - Tax Collection Costs, Refunds, Transfers, Etc.
of Nevada State Department of Highways by Fiscal Years
1917 to 1952

TABLE III

Year	TAX COLLECTION COSTS, REFUNDS, TRANSFERS, ETC.											Federal Aid	State Expenditures By Highway Department	Total
	Use Fuel Tax Administration	Gas Tax Administration	Gas Tax Refunds	Drivers License Administration	Public Service Commission Deputies	Common Carrier Refunds	County Highway Bond Redemption	Revolving and Emergency Funds	Accounts Receivable	Police Patrol Highway	Total			
1917	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1918	-	-	-	-	-	-	-	2,500.00	-	-	2,500.00	-	112,312.66	114,812.66
1919	-	-	-	-	-	-	11,629.46*	7,500.00	16,115.58	-	35,245.04	125,570.65	466,548.03	627,363.72
1920	-	-	-	-	-	-	-	10,000.00	48,204.69	-	58,204.69	385,906.73	1,109,875.33	1,553,986.75
1921	-	-	-	-	-	-	-	4,238.85	63,473.56	-	67,712.41	566,590.63	677,852.31	1,312,155.35
1922	-	-	-	-	-	-	-	4,238.86	63,473.56	-	67,712.42	754,815.47	677,852.34	1,500,380.23
1923	-	-	-	-	-	-	-	-	59,148.34	-	59,148.34	1,287,060.51	926,445.41	2,272,654.26
1924	-	-	-	-	-	-	-	-	59,148.34	-	59,148.34	2,146,590.15	926,445.44	3,132,183.93
1925	-	-	-	-	-	-	-	-	24,923.56	12,094.31	37,017.87	1,735,853.73	810,912.99	2,583,784.59
1926	-	-	-	-	-	-	-	-	24,923.56	12,094.31	37,017.87	930,747.40	810,913.01	1,778,678.28
1927	-	-	-	-	-	-	-	-	33,589.57	10,173.80	43,763.37	995,545.02	834,206.64	1,873,515.03
1928	-	-	-	-	-	-	-	-	33,589.57	10,173.80	43,763.37	1,040,934.23	834,206.65	1,918,904.25
1929	-	-	-	-	-	-	-	-	23,053.30	7,741.24	30,794.54	1,098,609.18	1,085,582.79	2,214,986.51
1930	-	-	-	-	-	-	29,721.65	-	29,512.19	8,504.29	67,738.13	1,120,686.76	1,351,435.74	2,539,860.63
1931	--	-	-	-	-	-	27,912.50	-	7,212.21	11,584.36	46,709.07	731,363.74	752,492.44	1,530,565.25
1932	-	-	-	-	-	-	39,551.25	-	22,793.98	15,873.38	78,218.61	2,763,866.69	1,362,771.60	4,204,856.90
1933	-	-	-	-	-	-	31,600.00	-	23,183.97	16,283.75	71,067.72	2,581,635.94	1,074,900.26	3,727,603.92
1934	-	-	-	-	-	-	28,178.75	-	16,128.34	28,178.75	72,485.84	3,592,012.04	1,302,040.07	4,966,537.95
1935	-	443.47	27,960.92	-	6,362.03	-	23,857.50	-	59,056.56	24,135.18	141,815.66	3,749,304.38	1,072,915.36	4,964,035.40
1936	-	3,064.69	84,323.70	-	10,798.01	-	5,378.50	-	16,637.51	25,372.05	145,574.46	4,090,024.26	1,305,428.92	5,541,027.64
1937	-	4,454.50	81,910.33	-	11,256.55	13,756.12	21,902.75	-	20,283.23	28,573.51	182,136.99	3,337,643.98	1,996,039.50	5,515,820.47
1938	-	3,750.83	72,208.36	-	11,449.27	790.56	8,793.75	-	37,804.42	36,344.76	171,141.95	3,080,768.08	1,358,484.78	4,610,394.81
1939	-	2,657.89	85,462.93	-	11,959.51	1,351.35	8,305.02	-	28,483.05	20,647.50	158,867.25	2,855,737.84	1,511,604.62	4,526,209.71
1940	3,391.77	2,695.62	93,421.13	-	11,672.99	2,810.58	6,966.34	-	25,814.30	41,151.06	187,923.79	1,961,063.94	1,630,269.75	3,779,257.48
1941	4,035.68	4,694.88	122,367.19	-	14,758.70	9,117.76	-	-	25,716.86	32,697.55	213,388.62	2,115,580.43	2,180,004.53	4,508,973.58
1942	3,413.13	7,671.35	154,901.43	62,074.55	52,354.81	413.54	-	-	25,086.79	-	305,915.60	1,951,591.21	2,154,353.58	4,411,860.39
1943	7,619.75	7,186.74	267,276.02	18,255.75	48,537.23	814.15	-	-	42,606.01	-	392,295.65	2,471,513.12	1,172,165.83	4,035,974.60
1944	5,425.58	8,149.44	169,213.73	47,768.81	47,646.99	37.70	-	-	33,544.66	-	311,786.91	1,793,789.88	1,315,284.72	3,420,861.51
1945	4,479.14	7,985.66	150,777.17	37,124.35	45,487.53	4,609.50	-	-	33,706.16	-	284,169.51	782,606.81	1,359,563.87	2,426,340.19
1946	5,420.79	7,983.35	164,953.82	32,871.43	50,999.45	552.56	-	-	30,979.54	-	293,760.94	767,110.32	2,260,460.05	3,321,331.31
1947	6,060.15	9,780.71	169,719.25	59,670.25	59,286.59	864.85	-	-	42,561.17	-	347,942.97	3,204,712.30	4,093,926.81	7,646,582.08
1948	6,424.84	11,767.70	188,841.68	44,154.35	64,334.56	928.30	-	-	79,818.68	-	396,270.11	2,761,376.93	4,093,079.19	7,250,726.23
1949	6,932.48	13,913.02	201,843.55	67,204.89	76,218.87	312.66	-	-	221,955.54	-	588,381.01	3,664,359.88	4,055,736.78	8,308,477.67
1950	6,125.03	10,899.11	149,078.21	42,602.08	40,926.18	849.43	-	-	39,406.55	112,860.02	402,746.61	4,366,214.87	3,955,720.84	8,724,682.32
1951	6,375.75	8,219.27	163,558.05	26,316.01	47,850.58	165.50	-	-	44,569.15	142,701.08	439,755.39	4,068,205.45	4,321,895.75	8,829,856.59
1952	10,381.85	9,745.77	194,113.66	68,108.74	89,721.27	949.00	-	-	158,863.60	169,988.11	701,872.00	3,322,297.52	5,052,632.34	9,076,801.86
	$76,085.94	$125,064.00	$2,541,931.13	$506,151.21	$701,621.12	$38,323.56	$243.797.47	$28,477.71	$1,515,368.10	$767,172.81	$6,543,993.05	$72,201,690.07	$60,006,360.93	$138,752,044.05

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Estimate of Revenues of State of Nevada, Department of Highways for 1953 Fiscal Year and for 1954-1955 Biennium, Compared to Actual Revenues of 1952 Fiscal Year

TABLE IV

ITEM	1952	1953	1954	1955
Motor Vehicle Fuel Tax	$3,602,415	$3,825,000	$ 4,100,000	$ 4,350,000
Auto License Fees	674,531	700,000	725,000	750,000
Common Carrier Licenses	1,298,448	1,375,000	1,500,000	1,600,000
Drivers License Fees	51,376	79,000	65,000	65,000
Federal Aid	3,322,297	5,322,000	6,325,000	6,325,000
Miscellaneous	166,899	75,000	120,000	120,000
Totals	$9,115,966*	$11,376,000	$12,835,000	$13,210,000

*Report of Department of Highways, State of Nevada for the fiscal years ending June 30, 1951-1952 (See page 56) show receipts of $9,311,029. The difference of $195,063 consists of $194,114 of Motor Vehicle Fuel Tax expense and $949 of Common Carrier License Expense.

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Estimate of Expenditures of State of Nevada - Department of Highways
for 1953 Fiscal Year and for 1954-1955 Biennium
Compared to Actual Expenditures of
1952 Fiscal Year

TABLE V

ITEM	1952	1953	1954	1955
General Administration	$ 287,284	$ 325,000	$ 366,000	$ 366,000
Preliminary Engineering	625,213	900,000	1,070,000	1,070,000
Federal-aid Construction	3,322,297	5,323,000	6,325,000	6,325,000
State Construction	1,452,550	1,600,000	1,900,000	1,900,000
Reno Plant and Equipment	65,788	200,000	175,000	175,000
General Maintenance	2,256,174	2,350,000	2,400,000	2,450,000
Maintenance Buildings	78,077	300,000	250,000	250,000
State Office Building	60,000	-	-	-
Public Relations	18,693	20,000	25,000	30,000
Official Road Maps	10,843	12,000	12,000	12,000
Research and Investigation	153,091	160,000	175,000	175,000
Traffic Studies	10,173	10,000	10,000	10,000
Highways and Parks Magazine	34,746	35,000	35,000	35,000
Safety Division	14,989	23,000	18,000*	19,000*
Highway Patrol	169,988	214,000	317,000*	317,000*
Use Fuel Administration	10,382	19,000	20,000*	20,000*
Gas Tax Administration	9,746	15,000	30,000*	30,000*
Drivers License Administration	68,109	44,000	80,000*	80,000*
Motor Vehicle Department	67,932	89,000	90,000*	91,000*
Public Service Commission (Salary)	6,800	-	30,000*	30,000*
Totals	$8,722,875 (1)	$11,639,000	$13,328,000	$13,385,000

* Recommended in Governor's Budget.

(1) Report of the Department of Highways - State of Nevada for the fiscal years ending June 30, 1951-1952 (see page 57) shows disbursements of $9,076,802. The difference of $353,927 consists of $194,114 of Gas Tax Refunds, $949 of Common Carrier Refunds, and $158,864 of Accounts Receivable.

January 23, 1953

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U. S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Amount and Percentage
Comparison of Total Construction Costs
of Nevada State Department of Highways
from 1937 - 1952 by Fiscal Years

TABLE VI

Year	Arithmetic Averages (1)	(1) Total Construction Costs	(2) Percent States Share to Total Construction Costs	States Share of Construction Costs	Arithmetic Averages (3)
1937)		$ 3,851,421	13.3	$ 513,777	
1938)		3,295,887	6.5	215,119	
1939)	$3,082,640	3,164,717	9.8	308,980	$412,489
1940)		2,334,590	16.0	373,526	
1941)		2,766,626	23.5	651,046	
1942)		2,371,966	17.7	420,375	
1943)		2,670,425	7.4	198,912	
1944)	$1,910,489	2,106,608	14.8	312,818	$357,167
1945)		951,828	17.7	169,221	
1946)		1,451,620	47.2	684,510	
1947)		4,884,494	34.4	1,679,782	
1948)		4,598,673	40.0	1,837,296	
1949)	$5,096,791	5,057,880	25.9	1,393,520	$1,532,297
1950)		5,647,542	22.7	1,281,327	
1951)		5,464,220	25.6	1,396,215	
1952)		4,927,939	32.6	1,605,641	
	Total	$55,546,437	23.5	$13,042,065	
	16-year average	$ 3,471,652	23.5	$ 815,129	

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Comparison of Average Unit Prices for Various Items
of Contract Work 1940 and 1952

TABLE VII

ITEM		CONTRACT WORK COMPLETED		
		1940 Prices	1952 Prices	Percent Increase
Asphalt (SC 3 and MC 3)	(tons)	$13.800	$31.620	129
Roadway Excavation	(cu. yds.)	0.208	0.460	121
Structure Excavation	(cu. yds.)	1.030	1.750	70
Class "A" Concrete	(cu. yds.)	21.689	67.910	213
Reinforcing Steel	(lb.)	0.045	0.140	211
Backfill	(cu. yds.)	0.536	1.080	101
18" C.M. Pipe	(lin. ft.)	1.908	3.480	82
24" C.M. Pipe	(lin. ft.)	2.380	5.360	125
36" C.M. Pipe	(lin. ft.)	5.103	10.490	106
Culvert Markers	(each)	2.391	5.310	122
Guide Posts	(each)	2.399	5.310	121
Construction of Fence	(lin. ft.)	0.095	0.360	279

TABLE VIII

State Highway Fund Balances by Months

1951

		Amount Vouchered and Reimbursable	State Controller's Balance	Highway Balance	Theoretical Net Worth 1/
January	5	$ 718,086.75	$ 288,052.03	$124,062.44	$ 594,024.31
February	5	643,951.74	513,464.53	273,799.68	917,751.42
March	5	652,403.73	619,312.96	405,760.26	1,058,163.99
April	5	781,966.80	999,770.69	580,132.61	1,362,099.41
May	5	831,991.23	900,384.22	457,870.51	1,289,861.74
June	5	914,832.25	649,821.49	223,936.80	1,138,769.05
July	5	717,788.43	1,100,884.49	582,340.68	1,300,129.11
August	5	867,101.47	823,549.21	255,498.50	1,122,599.97
September	5	913,383.39	964,892.96	394,656.18	1,308,039.57
October	5	1,176,865.05	898,851.30	307,528.22	1,484,393.27
November	5	1,156,114.68	720,169.29	332,918.41	1,489,033.09
December	5	$1,075,439.12	$ 824,665.07	$486,811.59	$1,562,250.71

1952

January	5	$ 846,570.94	$ 996,507.59	$ 593,991.16	$1,440,562.10
February	5	779,892.63	1,340,361.80	1,104,269.37	1,884,162.00
March	5	773,681.97	1,324,027.80	1,067,249.95	1,840,931.92
April	5	785,613.24	1,721,690.95	1,279,875.73	2,065,488.97
May	5	968,822.34	1,395,665.52	690,210.57	1,659,032.91
June	5	1,159,285.18	951,707.30	205,101.70	1,364,386.88
July	5	1,075,367.22	1,752,502.87	894,391.69	1,969,758.91
August	5	1,324,329.85	1,886,286.46	745,992.74	2,070,322.59
September	5	1,323,859.83	1,675,694.86	538,753.97	1,862,613.80
October	5	1,259,867.47	1,347,041.41	398,597.69	1,658,465.16
November	5	1,186,778.49	1,233,852.59	507,238.74	1,694,017.23
December	5	$ 846,343.46	$1,398,317.87	$ 832,736.36	$1,679,079.82

1953

January	5	$988,159.59	$927,953.03	$523,723.70	$1,511,883.29

1/ Theoretical Net Worth is derived by adding Highway Balance to Amount Vouchered and Reimbursable.

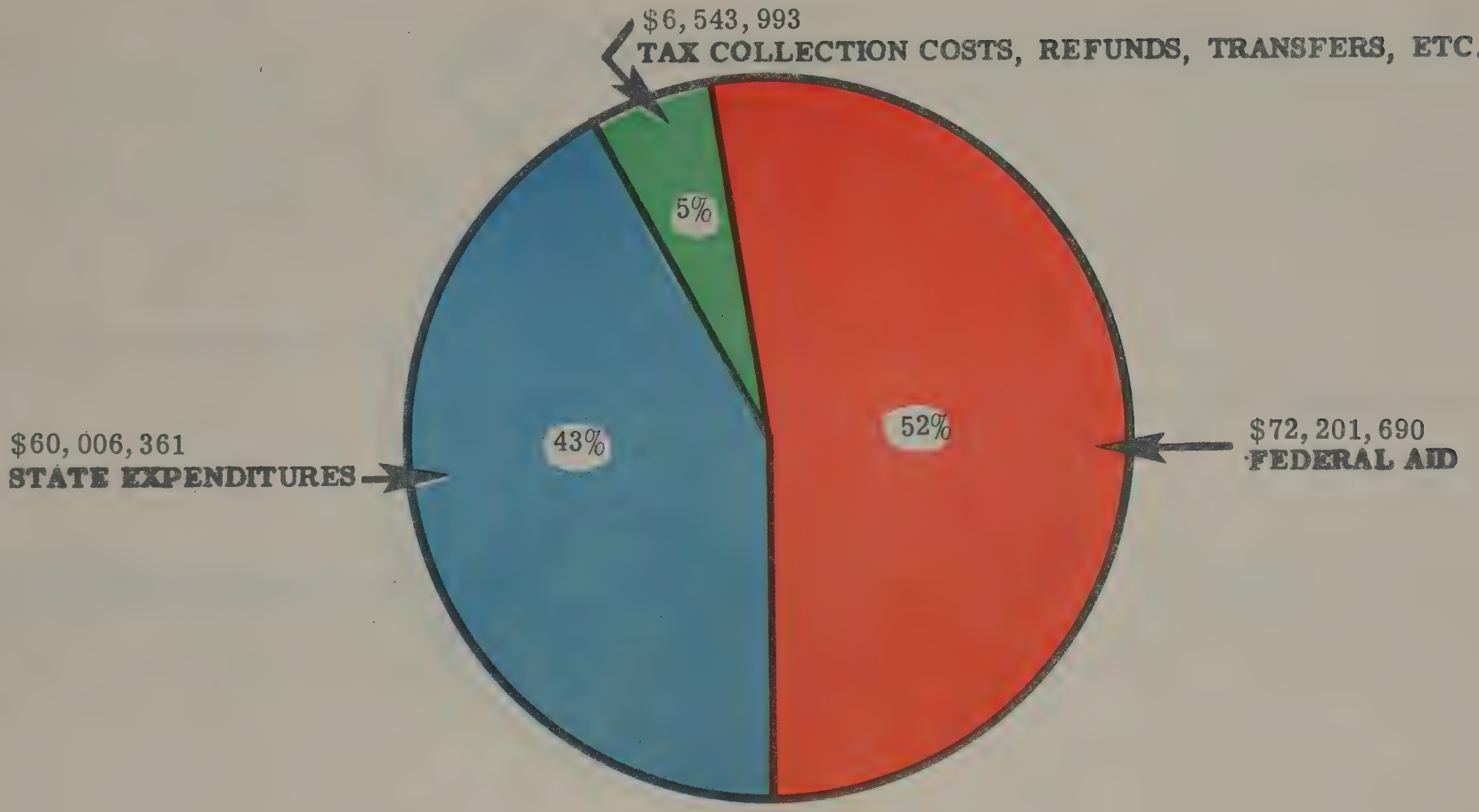
CHART 1 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE REVENUES OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 TO 1952 (1)

TOTAL = $139,644,882

(1) FISCAL YEARS

CHART 2 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE EXPENDITURES OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 to 1952 (1)

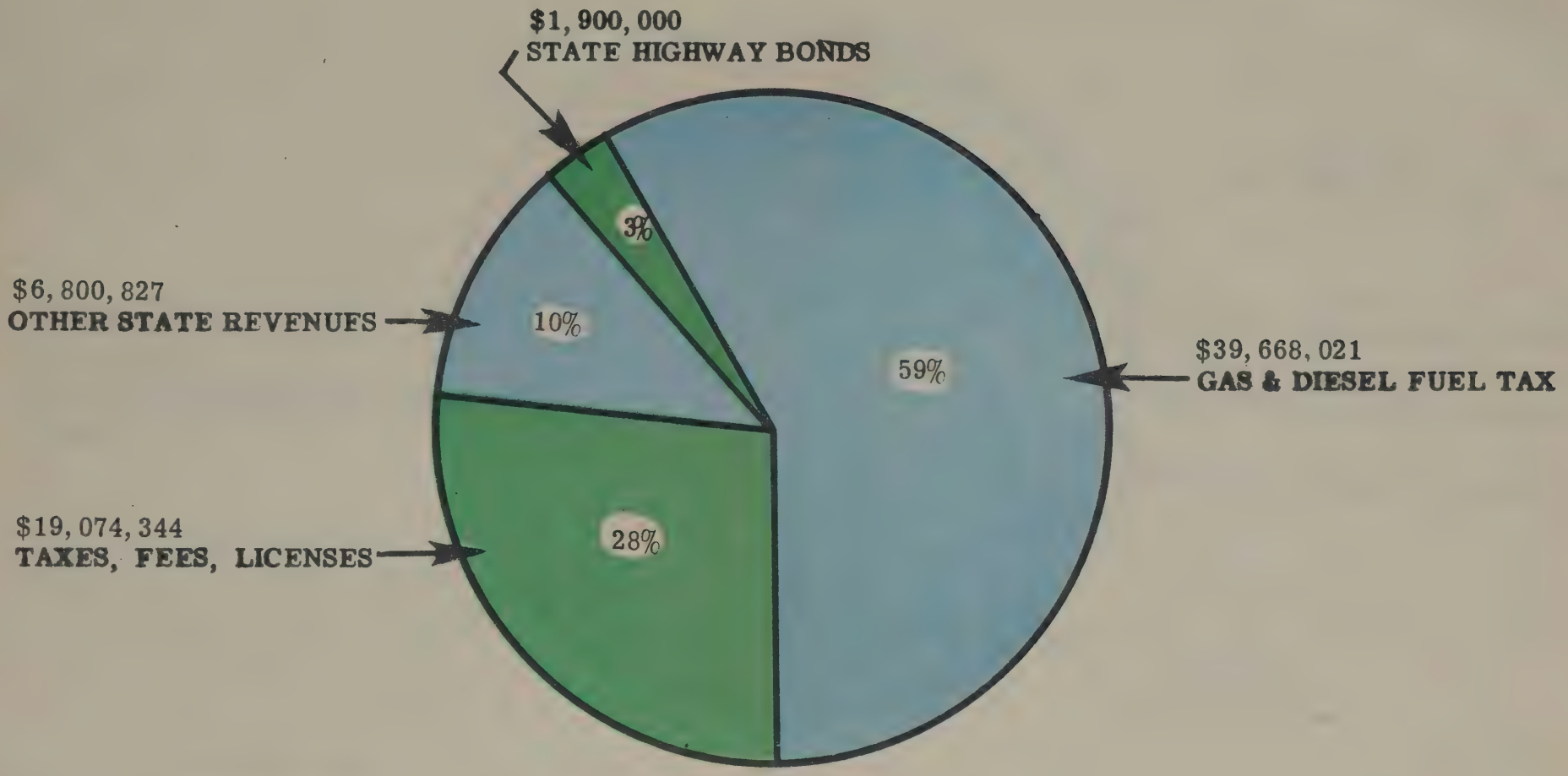
TOTAL = $138,752,044



(1) FISCAL YEARS

CHART 3 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE STATE REVENUES
(SEE CHART 1) OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 TO 1952 (1)

TOTAL = $67,443,192



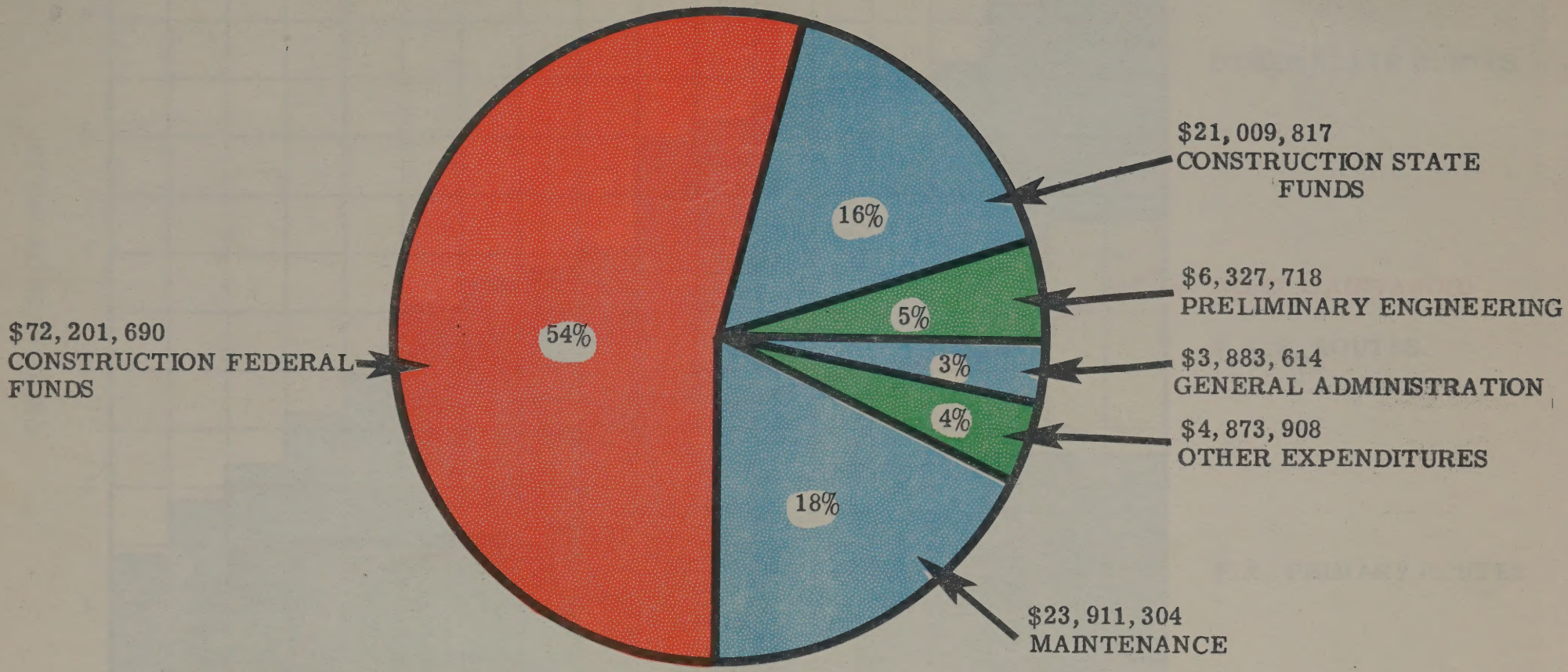
(1) FISCAL YEARS

CHART 4 - PERCENTAGE DISTRIBUTION BY TYPE OPERATION OF TOTAL CUMULATIVE EXPENDITURES

(EXCLUDING TAX COLLECTION COSTS, ETC.)

(SEE CHART 2) OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 to 1952 (1)

TOTAL = $132,208,051



(1) FISCAL YEARS

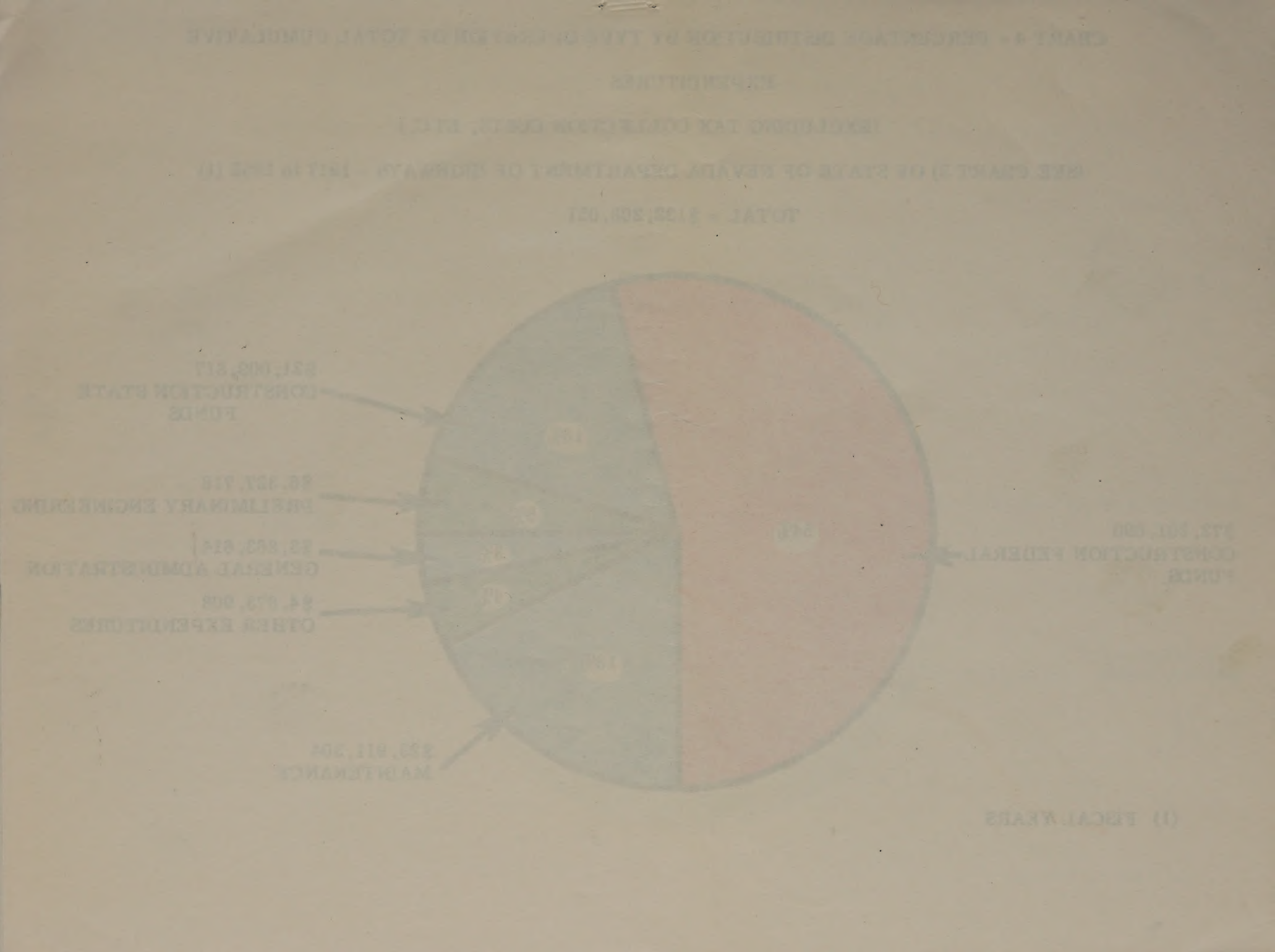
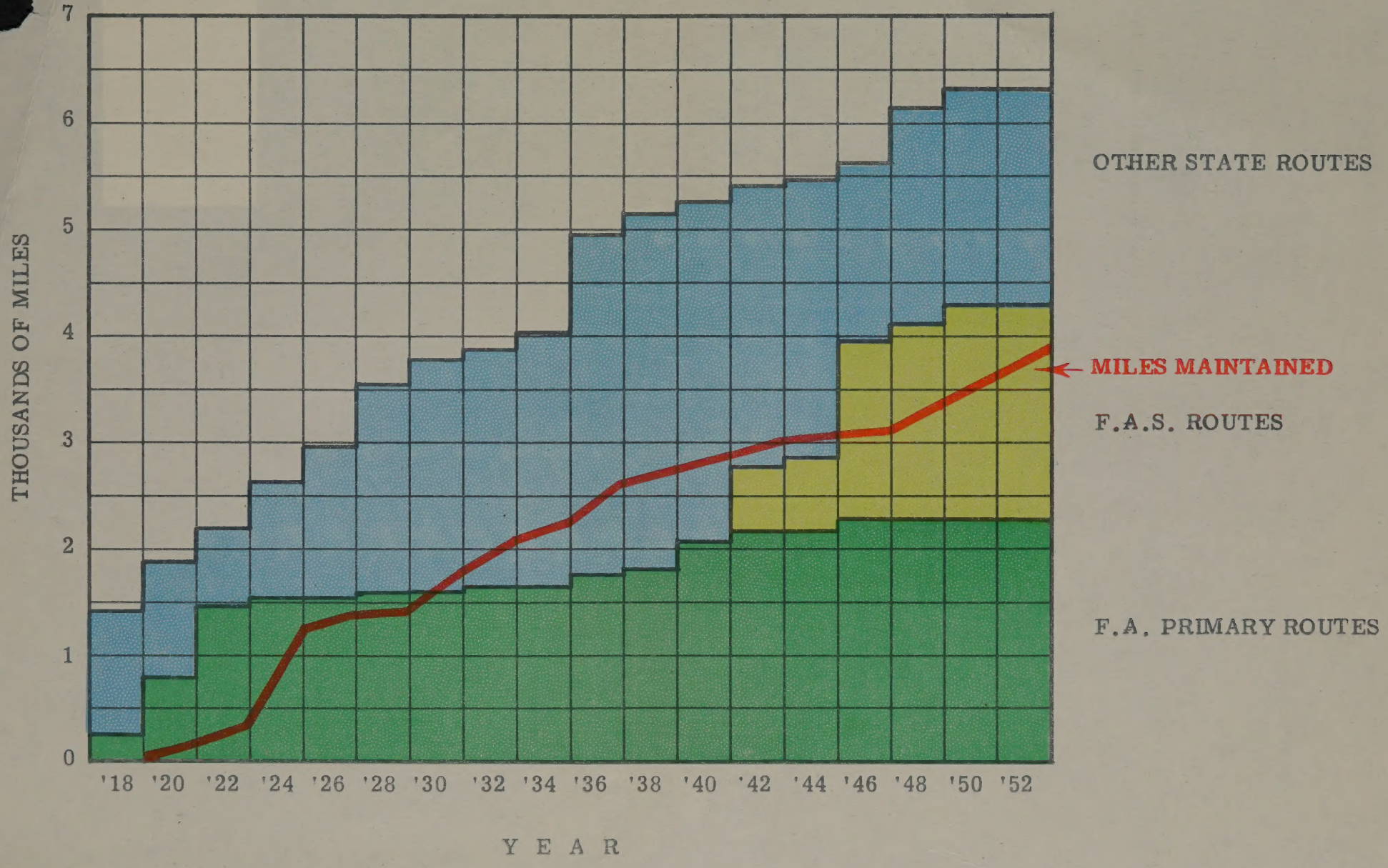


CHART 5 - MAINTENANCE OBLIGATIONS AND

A BIENNIUM COMPARISON OF GROWTH OF STATE--INTEREST ROADS

1917 to 1952



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